RAAUZYUW RUENAAA 2741922-UUUU--RUEASUU.
ZNR UUUUU
R 020432Z OCT 03
FM CNO WASHINGTON DC//N781//
TO COMNAVAIRFOR SAN DIEGO CA
COMLANTFLT NORFOLK VA
COMPACFLT PEARL HARBOR HI
COMUSNAVEUR LONDON UK
CMC WASHINGTON DC
COMNAVAIRSYSCOM PATUXENT RIVER MD//1.5/1.6/2.0/2.1/2.2/
    2.3/2.4/2.5/3.0/3.1/3.2/3.3/3.4/3.5/3.9/3.6/4.0/
    4.1/4.2/4.3/4.4/4.5/4.6/4.10/4.11/5.1/5.4/5.5/6.0/
    6.0C/6.0D/6.0E/6.0F/7.0/8.0//
COMMARFORLANT
COMMARFORPAC
CNET PENSACOLA FL
COMNAVAIRPAC SAN DIEGO CA//N422//
COMNAVAIRLANT NORFOLK VA//N422//
COMNAVSUPSYSCOM MECHANICSBURG PA
COMSPAWARSYSCOM SAN DIEGO CA
COMNAVSEASYSCOM WASHINGTON DC
COMNAVAIRES NEW ORLEANS LA//N422//
CNATRA CORPUS CHRISTI TX
COMNAVSAFECEN NORFOLK VA
CENNAVAVNTECHTRA PENSACOLA FL
NAVAIRWARCENWPNDIV PT MUGU CA
NAVSEALOGCEN MECHANICSBURG PA
NATEC SAN DIEGO CA
NAVAVSCOLSCOM PENSACOLA FL
SPAWARSYSCEN NORFOLK VA
NAVICP PHILADELPHIA PA
PEOASWASM PATUXENT RIVER MD//273/275/276/290/299//
PEOTACAIR PATUXENT RIVER MD//241/242/259/265/268/272//
PEOSTRKWPNSUAVN PATUXENT RIVER MD
COMFLTFORCOM NORFOLK VA
INFO CNO WASHINGTON DC//N00T/N43/N781//
BT
UNCLAS //N04790//
MSGID/GENADMIN/N781C3//
SUBJ/INTERIM CHANGE 1 TO THE NAVAL AVIATION MAINTENANCE PROGRAM,
/OPNAVINST 4790.2H//
REF/A/DOC/OPNAV/01JUN2001//
AMPN/REF A IS OPNAVINST 4790.2H, THE NAVAL AVIATION MAINTENANCE
PROGRAM//
POC/ELLEN MOORE/CDR/OPNAV N781C3/-/TEL:DSN:664-7704
/TEL:COMM: 703-604-7704/EMAIL:ELLEN.MOORE(AT)NAVY.MIL//
POC/KEN MUSIL/CIV/AIR 3.3/-/TEL:DSN: 757-9114/TEL:COMM: 301-757-9114
/EMAIL:KENNETH.MUSIL(AT)NAVY.MIL//
RMKS/1. THIS INTERIM CHANGE TO REF A INCORPORATES NAVAL TACTICAL
COMMAND SUPPORT SYSTEM (NTCSS) OPTIMIZED OMA NALCOMIS AND INTEGRATED
MAINTENANCE CONCEPT/PLAN (IMC/P) POLICIES INTO OPNAVINST 4790.2H.
2. IMPLEMENTATION. UNLESS OTHERWISE DIRECTED, THIS INTERIM CHANGE
BECOMES EFFECTIVE 1 NOV 2003 AND IS TO BE INCORPORATED ON THAT DATE.
3. ACTION.
 A. FOR PAPER COPIES, MAKE THE FOLLOWING PEN AND INK CHANGES TO THE
BASIC INSTRUCTION:
    1. PARAGRAPH 6.K. (PAGE 3): REPLACE SECOND SENTENCE WITH: THE
3M DATA COLLECTION SYSTEM WAS DEVELOPED TO MEASURE AIRCRAFT MATERIAL
CONDITIONS OF READINESS NOT LOCAL UNIT READINESS OR EFFECTIVENESS.
STATUS OF RESOURCES AND TRAINING SYSTEM (SORTS) MEASURES A UNIT'S
READINESS AS THE ABILITY TO PERFORM THE WARTIME FUNCTIONS FOR WHICH
THEY ARE DESIGNED OR ORGANIZED, INCLUDING THE ABILITY TO DEPLOY AND
EMPLOY WITHOUT UNACCEPTABLE DELAYS.

2. PARAGRAPH 8.B.(2) (PAGE 4): FIRST SENTENCE INSERT, AT THE
BEGINNING OF THE SENTENCE, COMMANDER FLEET FORCES COMMAND (N433),.
SECOND SENTENCE AFTER IN ADDITION THE INSERT CHIEF OF NAVAL
OPERATIONS DIRECTOR, NAVAL EDUCATION AND TRAINING (N00T),
   3. PARAGRAPH 8.C.(2) (PAGE 4): SECOND SENTENCE INSERT, AT THE
BEGINNING OF THE SENTENCE, CHIEF OF NAVAL OPERATIONS DIRECTOR, FLEET
READINESS AND LOGISTICS (N433),
 B. FOR ELECTRONIC MEDIA, INTERIM CHANGE 1 SHALL BE ACCESSED/
PRINTED VIA THE OPNAVINST 4790.2H WEB SITE AT
HTTPS://LOGISTICS.NAVAIR.NAVY.MIL/4790/, AVAILABLE FOR DOWNLOAD
15 OCT 03. THE PRINTABLE VERSION OF INTERIM CHANGE 1 IS AVAILABLE
FROM THE INTERIM CHANGE 1 HYPERLINK. A SELF-EXTRACTING PDF FILE
(NAMP.ZIP) IS AVAILABLE FOR DOWNLOAD FROM THE PDF DOWNLOAD
HYPERLINK. THE PDF FILES INCLUDE OPNAVINST 4790.2H FILES, INTERIM
CHANGE 1 FILES, AND A SEARCH FUNCTION. THESE FILES MAY BE
DOWNLOADED TO REPLACE EXISTING OPNAVINST 4790.2H FILES ON
COMPUTERS AND SERVERS. AFTER SAVING AND EXTRACTING NAMP.ZIP, OPEN
NAMP FOLDER AND ACCESS THE NAMP BY OPENING THE CONTENTS.PDF FILE.
RECOMMEND CREATING A SHORTCUT TO CONTENTS.PDF.
   1. INTERIM CHANGE ONE IS DIVIDED INTO 4 SECTIONS, EACH PRECEDED
WITH A COPY OF THIS INTERIM CHANGE MESSAGE:
 SECTION A - VOLUME I
 SECTION B - VOLUME II
 SECTION C - VOLUME III
 SECTION D - VOLUME V
   2. ELLIPSES AND UNDERLINES ARE USED THROUGHOUT THE INTERIM
CHANGE TEXT. ELLIPSES ARE A SERIES OF THREE ASTERISKS USED TO
INDICATE THE OMISSION OF WORDS OR SENTENCES. OMISSION OF WORDS OR
SENTENCES DOES NOT INDICATE DELETION BUT THAT THE TEXT IS ONLY
OMITTED FOR THE EASE OF THE READER. UNDERLINED TEXT INDICATES AN
INSERTION OF NEW TEXT OR THE MODIFICATION OF EXISTING TEXT.
   3. OPNAVINST 4790.2H INCLUDES VERTICAL LINES IN THE RIGHT HAND
MARGIN TO INDICATE TEXT AFFECTED BY INTERIM CHANGE 1 AND HYPERLINKS
IN THE LEFT HAND MARGIN FOR DIRECT ACCESS TO RELATED TEXT WITHIN
INTERIM CHANGE 1.
 C. INCORPORATION OF INTERIM CHANGE 1 FOR PAPER COPIES OF OPNAVINST
4790.2H.
   1. PRINT EACH SECTION AND INSERT DIRECTLY BEHIND THE TITLE PAGE
OF EACH APPLICABLE VOLUME.
   2. ANNOTATE THE RECORD OF CHANGES PAGE ACCORDINGLY.
   3. MARK THE SPECIFIC CHANGE AREA IN THE MARGIN OF EACH PAGE
AFFECTED WITH A VERTICAL LINE AND INCLUDE THE INTERIM CHANGE NUMBER.
 D. INCORPORATION OF INTERIM CHANGE 1 FOR EXISTING OPNAVINST
4790.2H CD-ROMS SHALL BE HANDLED IAW WITH OPNAVINST 4790.2H, CH 1
PARA 1.2D.
4. CONTACT YOUR COGNIZANT WING/TYCOM/ACC OR NAVAIR 3.3 IF
DOWNLOAD OR WEB CONNECTIVITY PROBLEMS ARE ENCOUNTERED.
5. THIS INTERIM CHANGE WILL BE INCORPORATED IN THE NEXT REVISION TO
REF A.
6. ACTION ADDRESSEES DISSEMINATE TO ALL NAMP USER ACTIVITIES.//
BT
#

D. Volume V

(1) Page 10-9

a. Paragraph 10.8a: MODIFY: "* * * reworked aircraft, including aircraft that have completed PMI, to ensure better quality maintenance and rework procedures. The cognizant Defense Contract Management Agency, ACO/site representative, or NAVAIRDEPOT will enclose sufficient copies of the Product Quality Deficiency Report (SF 368) (Figures 10-3 and 10-4) with preaddressed envelopes in each aircraft logbook for delivery with the aircraft after off-site standard rework. For aircraft receiving on-site D-level maintenance, the cognizant depot authority will provide SF 368 to the operating activity. A copy of the reporting custodian's original work request is furnished to the ferry pilot and Wing whenever the aircraft undergoing any D-level maintenance is transferred to a different operating activity."

b. Paragraph 10.8c: MODIFY: "Report initial receipt of an aircraft on a SF 368 as "Initial Acceptance or Post-depot Inspection of Aircraft " in Block 22. Submit the report within 5 working days after completing acceptance or post-depot check flight or within 5 working days after acceptance or post-depot inspection for any on-site D-level maintenance not requiring check flight. A supplemental ADR, if any, must be submitted within 30 days of completion of the initial ADR."

c. Paragraph 10.8c(1): MODIFY: "An acceptance or post-depot inspection is performed and an FCF (if applicable) flown as soon as possible after the aircraft's return to the reporting custodian and prior to maintenance (other than required to complete the acceptance or post-depot inspection). Only those discrepancies noted by the ferry pilot and those found during the acceptance or post-depot inspection and * * *."

(2) Page 10-10

a. Following paragraph 10.8g(3)(b): ADD NOTE: "**NOTE: For on-site rework evolutions, provide a copy of the ADR to the depot team leader/supervisor.**"

(3) Page 10-12

Paragraph 10.8h, Block 22a: MODIFY: "* * * Acceptance or Post-depot Inspection * * *."

(4) Page 10-20

NEW paragraph 10.12 (with subparagraphs): ADD:

10.12 Baseline Trouble Reports (Figure 10-13)

a. BTRs (Figure 10-13) are used to report NTCSS Optimized OMA NALCOMIS baseline deficiencies found in a specific PMA baseline. They are not used for reporting deficiencies in instructions or notices.

b. The report is required when a deficiency is detected which, if not corrected, will not allow the user to issue WOs against inspections, tracked components, TDs, or unscheduled maintenance. Deficiencies include wrong WUC to CAGE/PN relationship, items with no WUC, incorrect removal intervals for a life limited component, TDs received by the activity and not in the baseline, and incorrect inspection intervals for an aircraft or tracked component, such as, AAE, MME, buddy stores, etc.

c. The preferred method to submit BTRs is by e-mail. When e-mail connectivity is not available submit BTRs by naval message. The report shall be submitted to the COMNAVAIRSYSCOM Baseline Help Desk with information to TYCOM, Functional Wing, and Baseline Manager in the following format:

NOTES: 1. AFCs and AFBs assigned at the O-level use a generic airframe WUC, such as 1000000. CM ALS electronic history requires that TDs assigned to specific components be assigned to the WUC, CAGE, and part number for that component.

2. Refer to NTP-3 for latest message formats information and PLA.

Precedence: Priority

FM Message Originator

TO NAVAIRWARCENACDIV_____//3.6//

T/M/S Wing/MAG/CVW

INFO TYCOM

Supporting Depot FST (if applicable)

Security classifications are defined in OPNAVINST 5513.1; however, every attempt should be made to use UNCLAS to expedite routing.

SUBJ (Applicable subject and T/M/S aircraft or equipment nomenclature, for example, BTR SH-60B or BTR SH-60B TD PPC 101.)

REF/A/DOC/OPNAVINST 4790.2

AMPN/NARR (Provide amplifying information for reference(s) listed above (if applicable)).

RMKS/1. Reporting custodian/organization code/UIC.

2. T/M/S of aircraft/SE/ALSS, etc., and program manager.

3. RCN (for example, BTR HSL-41 Calendar Date/SN).

4. Calendar date deficiency was discovered and location of reporting unit, Home or Deployed.

5. Aircraft/weapon system model, SE, or CAGE and part number of component.

6. Reference (WUC manuals, IPB, MIM, TD, PMIC, MESM, MRC,or Maintenance Plan).

7. Basic date of reference or message Date Time Group.

8. Change date, IRAC date, or change number.

9. Description of the problem (be specific).

10. Recommendations (be specific).

11. Name, title, DSN and commercial telephone numbers of cognizant official, and if available the e-mail address.

    d. COMNAVAIRSYSCOM is the central manager for baselines. COMNAVAIRSYSCOM (AIR-3.6) will provide POC and e-mail addresses of their baseline managers to the fleet. Their responsibilities include, but are not limited to the following:

        (1) Maintaining a record of all BTRs.

        (2) Acknowledging receipt of each BTR and assigning action as required. Notification will be accomplished within one working day after receipt of a BTRs.

(3) Coordinating action with depot baseline managers, and contractors to ensure correction to baselines.

(4) Monitoring the status of BTRs to ensure corrective action is accomplished.

(5) Providing BTR status as requested.

e. PMA/FST baseline managers shall:

(1) Follow-up each BTR to ensure corrective action is accomplished.

(2) Provide BTR status (as required) to ACC/TYCOM and Wings/MAGs/CVWs.

f. COMNAVAIRSYSCOM (AIR-3.6) will monitor and coordinate BTRs for possible software changes and baseline management document changes. COMNAVAIRSYSCOM (AIR-3.6) will coordinate all NAMP policy deficiencies.

g. Applicable COMNAVAIRSYSCOM PMAs are listed in Figure 10-1.

(5) Figure page 10-12

Following Figure 10-12: ADD NEW Figure 10-13 Baseline Trouble Reports Message (Sample):

Precedence: Priority
FM STRKFITRON TWENTY TWO
NAVAIRWARCENACDIV PATUXENT RIVER MD//3.6//PMA-265
INFO COMNAVAIRPAC SAN DIEGO CA//JJJ//
COMSTRKFITWINGSPAC LEMOORE CA//JJJ//
NAVAVNDEPOT SAN DEIGO CA//
BT
UNCLAS //04790//
MSGID/GENADMIN/VFA-22//
SUBJ BTR F/A-18C TD PPC 117
REF/A/DOC/OPNAVINST 4790.2H
AMPN/REF A IS NAVAL AVIATION MAINTENACE PROGRAM
RMKS/1. VFA-22/PA3/09561
2. F/A-18C/PMA-265.
3. BTR VFA-22 Calendar Date/SN
4. 00118/NAS LEMOORE, CA
5. F/A-18C/96406/3103821-01
6. PPC 117
7. COMNAVAIRPAC 291630Z APR 98
8. N/A
9. TD PPC 117 is missing from the Optimized OMA baseline.
10. Change baseline to reflect PPC 117.
11. AZC K. Harlin, LCPO, DSN 949-1111, COMM 409-998-1111
BT

(6) Page 13-4

a. Paragraph 13.3i(5): ADD: "Maintain the form on file for one year." at the end of the paragraph.

b. Following paragraph 13.3i(5): ADD NOTE: "NOTE: On-site D-level IMC/P teams will be briefed by the Wing and monitored by the D-level quality representative."

(7) Pages A-1 through A-15 -APPENDIX A - Acronyms and Abbreviations

ADD:

AADB - Automated Aircraft Discrepancy Book
ADW – Aviation Data Warehouse
AFH - Aircraft Flight Hours
AIRRS - Aircraft Inventory Readiness and Reporting System
AISD- Aviation Information Systems Department
AIS- Aviation Information Systems
ALS - Auto Log-set
ASSY - Assembly
Assy Cd - Assembly Code
BTR - Baseline Trouble Report
CSD – Customer Support Division
EFH - Engine Flight Hours
EOR - Equipment Operating Record
FID - Fault Isolation Detection or Fixed Induction Date
FLE - Fatigue Life Expenditure
FSP - Fixed Service Period
HUMS - Health and Usage Monitoring System
IETM - Interactive Electronic Technical Manual
IMC/P - Integrated Maintenance Concept/Plan
INST - Installed
ISR - In Service Repair
JATDI - Joint Aviation Technical Data Integration
MCI - Material Condition Inspection
MME - Mission Mounted Equipment
MODEX - Side number of aircraft. Leave blank for SE
MU - Memory Unit
NAVAIRDEPOT - Naval Air Depot (formerly NADEP/NAVAVNDEPOT)
NDCSC - NALCOMIS Data Collection System Center
NDMS - Naval Air Depot Maintenance Systems
NTCSS - Naval Tactical Command Support System
NTR - No Tools Required
PEDD - Portable Electronic Display Device
PID - Phased Induction Date
PMI - Planned Maintenance Interval
POI - Planned Operational Interval
REM - Removed
SMART - Self Monitoring and Reporting Technology
SMTS - Software Maintenance Tracking System
SNTP – Standard Navy Training Plan
SPD – Systems
STR - Structural Life Limit Component
TCR - Tracked Component Record
TRK - Tracked
UNS - Unscheduled (maintenance) or Unified Numbering System
UNSCH - Unscheduled
UTIL - Utilization
VED - Visual Electronic Display
WAN - Wide Area Network

WO - Work Order

> **(8) Page B-1, NOTE 9 (APPENDIX B - Forms and Reports)**
>
> **REPLACE**: "data services facility" with "NDCSC".
>
> **(9) Page B-5, Table B-2 Reports**
>
> **a. Prior to "Daily Audit Report Part III", INSERT:**

Aircraft Flight Summary Report	Daily or As required	5	NOTE 3
Aircraft Landing Code and Mission Number (Hours) Summary	Daily or As required	5	NOTE 3
Aircrew Flight	Daily or As required		NOTE 3
Aircrew Flight Summary by Assy Cd	Daily or As required		NOTE 3
Aircrew Flight Summary by SSN	Daily or As required	5	NOTE 3
Individual Master Roster	Daily or As required	5	NOTE 3

> **b. Following E-00, INSERT:**

MAINT-1	Consolidated Performance Metrics	Daily or As required	5	NOTE 3
MAINT-2	Aircraft Readiness Degradation and Utilization Summary	Daily or As required	5	NOTE 3
MAINT-3	Subsystem Capability Impact Reporting by WUC/UNS	Daily or As required	5	NOTE 3
MAINT-4	Detailed Mission and Maintenance Data by Aircraft	Daily or As required	5	NOTE 3
MAINT-5	Maintenance Manhours	Daily or As required	5	NOTE 3
MAINT-6	Detailed Data Extract	Daily or As required	5	NOTE 3

> **(10) Pages C-1 through C-58 - APPENDIX C - Definition of Terms**
>
> **a. ADD:**

AUTO LOG-SET (ALS) - ALS records are an integral part of aviation maintenance. They provide a detailed and separate view of the different historical maintenance tasks and usage. In addition, they provide for manual entry of miscellaneous history, repair/rework, and exceedances. It is the administrative means of providing managers with aircraft/equipment age, status, modification, configuration, and historical data to plan, maintain, and operate aircraft and equipment. Properly maintained ALS records are critical to aviation maintenance and safety.

AVIATION INFORMATION SYSTEMS DEPARTMENT (AISD) - The AISD provides AIS support to the MAG. This support includes information systems operations, installation, and maintenance in garrison,

shipboard, and forward deployed environments. Other responsibilities include network administration, design, and installation; along with maintaining and repairing data communication links, fiber-optic, and tactical fiber-optic cabling.

BASELINE TROUBLE REPORT (BTR) - BTR provides a means to report NTCSS Optimized NALCOLMIS OMA baseline deficiencies found in a specific PMA baseline.

FIXED INDUCTION DATE (FID) - Fixed IMC/P due dates for maintenance intervals as determined by RCM analysis. For IMC/P aircraft, the fixed date is determined for the start of a PMI and is numbered sequentially within a tour. FID1 marks the start of the tour and is equal to the PED of the previous tour.

FIXED SERVICE PERIOD (FSP) - Fixed IMC/P tour is a cycle which combines all PMIs and POIs completing all scheduled D-level requirements.

FOUNDATION TIER – A publisher and subscriber server located at O- or I-level activities.

INSPECTIONS, AIRCRAFT/ENGINE –
eA. PRE-DEPOT INSPECTION – An inspection performed prior to induction to on-site standard rework. It includes an inventory of all equipment listed in the AIR, verification of CADS and PADS, and a configuration verification.

eB. POST-DEPOT INSPECTION – An inspection performed at the time a reporting custodian receives an aircraft from on-site standard rework. It includes an inventory of all equipment listed in the AIR, verification of CADS and PADS, configuration verification, hydraulic fluid sampling, and a daily inspection. Activities may elect to increase the depth of inspection if equipment condition, visual, external inspection, or record examination indicates such action is warranted.

INTEGRATED MAINTENANCE CONCEPT/PLAN (IMC/P) – IMC/P replaces ASPA/SDLM and PACE/MCAPP for specific T/M/S aircraft. This scheduled D-level maintenance emphasizes a FID and may segregate the OSP into smaller periods of POI and PMI. Specific T/M/S aircraft transition from initial concept to an approved maintenance plan upon concept validation and approval.

MATERIAL CONDITION INSPECTION (MCI) - MCI replaces ASPA/SDLM for a specific T/M/S aircraft which have been designated by OPNAV N781 as nearing the end of their service life. These aircraft are no longer funded for standard rework. The purpose of MCI is not a PED adjustment, but to ensure airworthiness for an additional operational flying period specified by OPNAV.

MID TIER – Replication server that moves data from the publisher to subscriber (Top Tier).

NALCOMIS Data Collection System Center (NDCSC), formerly Data Service Facility (DSF) - This facility maintains NALCOMIS IMA systems, R-Supply, R-ADMIN, Aviation 3M Micro machine, operation and maintenance of the Mid Tier and JATDI/Technical Manual Server for aviation activities onboard shore stations.

OFF-SITE – Aircraft is located at NAVAIRDEPOT or commercial rework activity's site for rework.

ON-SITE – Aircraft is located at other than NAVAIRDEPOT or commercial rework activity's site.

PHASED DEPOT MAINTENANCE (PDM) – PDM replaces ASPA/SDLM for a specific T/M/S aircraft. PDM divides a larger SDLM specification/work package into smaller, and more frequent, phases for Depot scheduling and completion to decrease periods of aircraft unavailability**.**

PLANNED MAINTENANCE INTERVAL (PMI) - Period of time for execution of an IMC/P or PDM scheduled maintenance event. Can include O-, I-, and D-level maintenance actions.

PLANNED OPERATIONAL INTERVAL (POI) - Period of time planned for operational use when the aircraft is under IMC/P or PDM. POI follows a PMI and will vary in length based on actual maintenance completion. Predetermined end date is the next FID, or at the end of the tour, the PED.

TOP TIER – The Top Tier Replication server is a subscriber to all.

TRACKED – All life limited/repairable components in NTCSS Optimized OMA NALCOMIS.

WHOLESALE FOUNDATION TIER – Server for items that are BCM'd to the wholesale domain.

b. MODIFY:

INSPECTIONS, AIRCRAFT/ENGINE -

a. ACCEPTANCE INSPECTION -: "* * * a newly assigned aircraft, from any source, including return of an aircraft from an off-site depot facility. It includes * * *ACCUM block. Activities may elect to increase the depth of inspection if equipment condition, * * * such action is warranted. Post-depot inspection requirements may be less stringent than acceptance inspection requirements as determined by the T/M/S Program Manager.

f. SPECIAL INSPECTION -: "* * * daily, phase, major engine, or D-level maintenance. The * * *."

g. TRANSFER INSPECTION -: "An ispection performed at the time a reporting custodian transfers an aircraft to another operating activity including delivery to an off-site depot facility." It includes an* * *."

MAINTENANCE TYPES: **DELETE   2nd sentence**. **REPLACE** "It" in the following sentence with "Rework".

OPERATING AIRCRAFT -: "* * * in the reporting custody of the operating unit to which assigned. An aircraft that moves to a rework facility for purposes of rework will leave operating status and remain in the reporting custody of the operating unit unless FS status is requested and granted by OPNAV. Operating * * *."

PERIOD END DATE (PED) -: "The month and year a given aircraft ended or, if serving in period, is expected to end the current service period. For IMC/P, the fixed date (month and year) that marks completion of the last POI in a tour and the start of the first PMI in the next tour (FSP). The IMC/P PED is also the FID1 of the following tour."

PROCESS: "* * * are included in the term: operating, standard rework, special rework, storage * * *".

REWORK (RWK):   "* * * aircraft SE at NAVAIRDEPOTs, contractor plants, and * * * standard and special. See STANDARD REWORK AND SPECIAL REWORK."

SERVICE PERIOD: "For aircraft not under IMC/P, a prescribed segment of the service life * * *."

STANDARD DEPOT LEVEL MAINTENANCE (SDLM) or STANDARD REWORK- A comprehensive D-level inspection * * * module service record items. D-level maintenance processes for SDLM, PDM, IMC/P, and Age Exploration Program, are included in this definition.

UPKEEP: "* * * determined thereby. Upkeep is divided into two categories, scheduled and special. See * * *."

(11) Page D-7 (APPENDIX -D - Directives and Publications)

a. ADD publication:

OMA-UG   NTCSS   Optimized   OMA   NALCOMIS   User   Guide
                                          (UG)/Online Help

b. MODIFY publication:

OMA-SAM   Legacy NALCOMIS OMA; System Administrator (SA) Manual
                     or
                     NTCSS Optimized OMA NALCOMIS; System Administrator (SA) Manual